

19990702.ba v02_n596.bam.990702

>From ???@??? Sat Jul 03 13:51:50 1999
Message-Id: <199907020933.d629XL014221@sco.theporch.com>
Date: Fri, 2 Jul 1999 04:31:41 CDT
From: Old Tube Radios <boatanchors@theporch.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: BOATANCHORS digest 2596

BOATANCHORS Digest 2596

Topics covered in this issue include:

- 1) The Sutter Files!
by "Roberta J. Barmore" <rbarmore@indy.net>
- 2) The case for take out
by mnhopkins@juno.com
- 3) FS: Old bug and carry case
by Ray Vasek <w2ec@ibm.net>
- 4) Re: NC-190
by Jderm740@aol.com
- 5) ADMINISTRIVIA: Buying and Selling Guidelines
by listown@jackatak.theporch.com (Mail List Owner)
- 6) WTD: 826 Tubes
by Don <71333.144@compuserve.com>
- 7) Gonset VHF VFO ??
by Don <71333.144@compuserve.com>
- 8) Tube ID Please
by "Ray A. Allen, Sr." <w2kbr@pcbank.net>
- 9) PRC316 UNIT FS
by BEN NOCK <G4BXD@compuserve.com>
- 10) Strange Italian keys
by BEN NOCK <G4BXD@compuserve.com>
- 11) BA Vintage-Misc Gear FS:
by "Ray A. Allen, Sr." <w2kbr@pcbank.net>
- 12) RE: Strange Italian keys
by "Katz, Gene S" <gene.s.katz@lmco.com>
- 13) Marelli
by "Rhett T. George" <rtg@ee.duke.edu>
- 14) RE: WTD: 826 Tubes
by "Owens, Clarence" <owensc@nebeng.otis.com>
- 15) Re: Museum Piece
by Charles Ring <charlesr@infonline.net>
- 16) ELECTRALERT RECEIVER
by David Stinson <arc5@ix.netcom.com>
- 17) Premier Rocks
by Dick Dillman <ddillman@igc.apc.org>
- 18) For Trade - 1917 & 1919 QSTs

- by "John Diks, K2TQN" <oldradio@worldnet.att.net>
- 19) Re: Tube ID Please
by William Donzelli <aw288@osfn.org>
 - 20) Re: Premier Rocks
by "Benjamin D. Hall" <kd5byb@WT.NET>
 - 21) GR 650A Front Panel Paint Problem
by Jim Hill <jshillw6ivw@earthlink.net>
 - 22) Paint colors, and why they change...
by Scott Robinson <spr@earthlink.net>
 - 23) Re: Premier Rocks
by Dick Dillman <ddillman@igc.apc.org>
 - 24) Re: Paint colors, and why they change...
by midshires@cix.co.uk (Andrew Emmerson)

Date: Thu, 1 Jul 1999 03:23:11 -0500 (EST)
From: "Roberta J. Barmore" <rbarmore@indy.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: The Sutter Files!
Message-ID: <Pine.SUN.4.10.9907010316220.22382-1000000@indy1>
MIME-Version: 1.0
Content-Type: TEXT/PLAIN; charset=US-ASCII

Hi!

As I type this, I'm leafing through a trial-proof copy of "The Sutter Files." Everything of Fred's that appeared in print that I could find is in it--34pp total.

There's still work to be done; QST's very fine screen on photographs makes decent xerographic reproduction *really* difficult and a couple of the articles are going to have to be copied entire in an attempt to get more-readable text. But it's just about done. Looks like the price will be in the \$10.00 range, less postage.

I hope to have the project ready for the order-taking stage within a month, barring any unforeseen complications.

73,
-Bobbi

KB9GKX "RJ" rbarmore@indy.net Roberta J. (Bobbi) Barmore
FISTS #3388 * G-QRP #10001 * ARRL * RSGB * WIA
Appreciator Of Vacuum-Tube Ham Gear and Vintage Keys

To: Old Tube Radios <boatanchors@theporch.com>
Date: Thu, 1 Jul 1999 05:23:16 -0500
Subject: The case for take out

Message-ID: <19990701.052320.-95465.0.MNHopkins@juno.com>
MIME-Version: 1.0
Content-Type: text/plain
Content-Transfer-Encoding: 7bit
From: mnhopkins@juno.com

We are polite.

If someone says his Globe Scout is "running 70W," we don't ask if he means Input (probably), or output power (surely not). We never dream of asking if Effective Radiated Power (ERP) is specified. It doesn't matter, anyway, if we can hear him, and the issue tends to lead to arguments.

Twenty years ago the QRPers fought it out, decided wrongly, and persist in the error. Here are the words of one of the winners: "[W]e have long known that input power is no criteria for judging...what the circuit can deliver to the antenna." Weiss, A. (K8EEG, then), "Simple and Accurate RF Power Meter," Ham Radio, Oct., 1973 p 26.

The answer to that was, sure, that's right, but Input power is easy for the newcomer to measure and, besides, it puts a premium on improving circuits if you can run all you can get at a given power input. That view was shared by the British low power fraternity, but the output power folks here won a suspect election and the Brits changed over for comity.

Since then (1980 or so) the case for measuring what we take out of the power supply, to the final usually, has not been made. But it is worth restating: The fellow with the \$7.95 Radio Shack VOM can tell you what he is feeding his final, but the price for even a low power kit Wattmeter starts at about \$100. Moreover, if you are good at tinkering with circuits to get more power to the load, you get to keep it in any Watt Input system. If you go by Watts out, a one-tube Hartley using an 813 is the same as a push-push 40m signal from an 80M VFO as long as they bend the bimetal the same distance.

So it is a good idea to be polite, still, but if someone asks how we should measure power, tell 'em, "Input, of course, so it can be a hobby for anyone."

de ab5L, michael in dallas, MNHopkins@JUNO.com
Student of Tecraft, ICM and Six Meters' Golden age: 1957-58
Box 226841, Dallas, TX 75222
Banned for life from QRP-L mailer for various truths.

Message-ID: <377B5F29.187FB358@ibm.net>
Date: Thu, 01 Jul 1999 08:29:29 -0400

From: Ray Vasek <w2ec@ibm.net>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: FS: Old bug and carry case
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

I have an old bug, probably a J-37, and a carry case for it. There is nothing special about this bug, it is just a nice well used but working beautifully bug. Comes with a carry case which still has the original key (as in key for the lock on the case).

A picture of the bug and case, as well as more details, can be seen at:
"http://www.geocities.com/~ac_cars/radios.html"

Bug with case - \$125 plus packing/shipping from NY 13732

73, Ray W2EC

From: Jderm740@aol.com
Message-ID: <76fd071c.24accfb9@aol.com>
Date: Thu, 1 Jul 1999 10:05:45 EDT
Subject: Re: NC-190
To: Old Tube Radios <boatanchors@theporch.com>
CC: boatanchors@theporch.com
MIME-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
Content-Transfer-Encoding: 7bit

Hi Jack

If you can't find a 190, look for an NC-140. The 140 is a stripped-down version of the 190. A few less circuits and accessories but mechanically the same. The dials and knobs are the same but the front panel has one less switch so they are not interchangeable.

Jack

Message-Id: <199907011615.LAA13146@jackatak.theporch.com>
From: listown@jackatak.theporch.com (Mail List Owner)
To: Old Tube Radios <boatanchors@theporch.com>
Subject: ADMINISTRIVIA: Buying and Selling Guidelines
Date: Thu, 1 Jul 99 11:15:01 CDT

Gang-

This periodic posting is intended as a gentle nudge and suggestion which should improve the quality of posts to the BoatAnchors list, and maintain our excellent (and high) signal to noise ratio...

The list culture has developed to include "for sale" and "wanted" posts. Originally, all buying and selling traffic was focused on finding parts to complete a restoration. As the list has evolved, there has been an increase in buying and selling activity, which may not be all bad.

There is, however, a real need to observe certain conventions, lest this otherwise benign activity turn into a real disturbance to the real purpose of the list: discussions of radio equipment using vacuum tubes, including the life and times of the designers and users of such gear.

Please observe these guidelines:

There is never a reason for an auction post or update on the Boatanchors List... comments about gear at auction elsewhere are noise, and those who would care already visit the auction sites, and those who do not frequent the auctions do not want to hear about it... simple policy

- 1) LIMIT the frequency of for sale postings... once a month is a good starting point
- 2) DO NOT post endless "xxx is sold" to the entire list... you offered it for sale, and it is not considerate of list resources (which include the time and energy of the other list members) to burden the list with these senseless notices. Use direct email to those who responded, or, if you don't want to answer them personally, just don't use the list to advertise them for sale!
- 3) AVOID even the mere faint appearance that you are posting items for sale as a regular adjunct to your business dealings. This has become more of a problem lately with some long lists showing up regularly on the main list, or with dealers who appear to be using the list for their personal advertising advantage. Failure to observe these basics *will* result in banishment from the list -- just don't do it! When even a shadow of doubt creeps in, read the "Welcome" message again... it spells it out!
- 4) DO be considerate of those on the list in your for sale or wanted postings. Keep them short, infrequent, and ONLY include items specifically appropriate to the list -- NO solid state gear is obvious, but try to avoid pushing the envelope in any area.

5) LONG lists and estate offerings should be sent to me at:
listown@jackatak.theporch.com
so they may be uploaded to the archives for email, web, or ftp retrieval.

6) We now have a web page up. Go to:
<http://www.theporch.com>
and follow the "ListProc Web Interface" Link to get registered
and use the web interface, which allows searching of previous
articles and the archived text files.

Thanks for your understanding and help in making the boatanchors list
have the highest signal to noise on the InterNet.

--

73
Jack, W4KH/Mobile - - - BoatAnchor Mailing List Owner - - -
listown@jackatak.theporch.com - "Plus ca change, plus c'est la meme chose"
"Il n'y a que les idiots qui ne changent jamais d'idee"
Thu Jul 1 11:15:00 CDT 1999

Date: Thu, 1 Jul 1999 12:34:07 -0400
From: Don <71333.144@compuserve.com>
Subject: WTD: 826 Tubes
To: Old Tube Radios <boatanchors@theporch.com>
Message-ID: <199907011236_MC2-7B73-331F@compuserve.com>
MIME-Version: 1.0
Content-Transfer-Encoding: 7bit
Content-Type: text/plain;
charset=us-ascii
Content-Disposition: inline

WANTED: I'd like to find a pair of 826 tubes to keep as spares for my
recently acquired Gonset VHF Amplifier. Must be inexpensive or I can trade
some 813s, 803s, 45's or what else you may need for them.

73, Don Merz, N3RHT

Date: Thu, 1 Jul 1999 12:38:00 -0400
From: Don <71333.144@compuserve.com>
Subject: Gonset VHF VFO ??
To: Old Tube Radios <boatanchors@theporch.com>
Message-ID: <199907011241_MC2-7B73-3355@compuserve.com>
MIME-Version: 1.0
Content-Transfer-Encoding: 7bit
Content-Type: text/plain;
charset=us-ascii

Content-Disposition: inline

Just got the manual for my recently acquired Gonset VHF Amplifier (thanks Alvin!) and it makes reference to a "Gonset VHF VFO." The only Gonset VHF VFO that I have seen is the one that kinda-sorta matches the Communicator IV line. Is that the one they mean? Or was there another Gonset VHF VFO of the Communicator III era?

73, Don Merz, N3RHT

Message-ID: <377BA754.AC6EBE44@pcbank.net>
Date: Thu, 01 Jul 1999 13:37:24 -0400
From: "Ray A. Allen, Sr." <w2kbr@pcbank.net>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Tube ID Please
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

Sylvania VT-127-A
Type, Use, Value etc etc

Thanks, es 73 Ray

--

Ray A. Allen, Sr., W2KBR/3, FM19qc
8303 Grainfield Rd., Severn,
Anne Arundel County, MD, 21144-2331

Date: Thu, 1 Jul 1999 14:01:25 -0400
From: BEN NOCK <G4BXD@compuserve.com>
Subject: PRC316 UNIT FS
To: Old Tube Radios <boatanchors@theporch.com>
Message-ID: <199907011401_MC2-7B91-32E5@compuserve.com>
MIME-Version: 1.0
Content-Transfer-Encoding: quoted-printable
Content-Type: text/plain;
charset=ISO-8859-1
Content-Disposition: inline

PRC316 Adaptor Unit..... 25.00 Pound

this is the item that sits under the A16 and connects the =

burst cw device and headsets etc, also holds the battery =

pack (not supplied)

post extra.

Ben G4BXD.

Date: Thu, 1 Jul 1999 14:01:23 -0400
From: BEN NOCK <G4BXD@compuserve.com>
Subject: Strange Italian keys
To: Old Tube Radios <boatanchors@theporch.com>
Message-ID: <199907011401_MC2-7B91-32E3@compuserve.com>
MIME-Version: 1.0
Content-Transfer-Encoding: quoted-printable
Content-Type: text/plain;
 charset=ISO-8859-1
Content-Disposition: inline

I picked up a couple of strange Italian morse keys. =

One is labeled BACCHINI and the other MARELLI, =

I presume these are the sets they went on. The Bacchini one is mounted
under
the front panel which must sit horizontally, ie flat on the table, the
presser must
then pass up through the panel and operates much like a spy set key would=
. =

The Marelli obviously sits on the vertical front panel of a set, there is=
a
little door =

which pulls down to reveal the key, much like the one on the front of the=

Japanese
94-3 set i have. =

so, anyone familiar with Italian sets know which these came off ?

cheers, Ben G4BXD

Message-ID: <377BB0A5.57650444@pcbank.net>
Date: Thu, 01 Jul 1999 14:17:10 -0400
From: "Ray A. Allen, Sr." <w2kbr@pcbank.net>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: BA Vintage-Misc Gear FS:
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

Offers plus shipping on these Misc. Items: all untested

1. US Mil. Sig. Gen, Model I-72, 100-32kcs;
2. US Mil. Freq Meter, Model TS-174/U, 20-250Mcs w/instructions
3. USArmy I-177 Tube Tester w/tube manual
4. Heathkit BE-5 Bat. Elim. w/o manual
5. Heathkit IG-62 Color Bar/Dot Genny w/o manual
6. Supreme Instru. Corp, Greenwood, Miss; Model 563 Audio Gen, w/o manual.

es 73 Ray

--

Ray A. Allen, Sr., W2KBR/3, FM19qc
8303 Grainfield Rd., Severn,
Anne Arundel County, MD, 21144-2331

Content-return: allowed
Date: Thu, 01 Jul 1999 14:23:04 -0400
From: "Katz, Gene S" <gene.s.katz@lmco.com>
Subject: RE: Strange Italian keys
To: Old Tube Radios <boatanchors@theporch.com>
Message-id: <40D23851A09ED211B3430000F8081AD0011771F1@emss04m16.ems.lmco.com>
MIME-version: 1.0
Content-type: text/plain
Content-transfer-encoding: 7BIT

All I know is BACHINNI is part of the firm name ALLOCCIO BACHINNI. A high end manufacturer of radio equipment in the days of yore. The set I have has a red enamel metal plate with the name in script. Solid made set.

From: "Rhett T. George" <rtg@ee.duke.edu>
Date: Thu, 1 Jul 1999 14:53:27 -0400
Message-Id: <199907011853.0AA20800@champ.ee.duke.edu>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Marelli

- Greetings -

Thanks for the information on foreign keys or another other foreign devices for BoatAnchors.

Marelli is a long-term auto electrics manufacturer in Italy - Fiat to Ferrari. In this country today, the firm is Magneti-Marelli.

73 Rhett - KE4HIH

Content-return: allowed
Date: Thu, 01 Jul 1999 15:04:00 -0400
From: "Owens, Clarence" <owensc@nebeng.otis.com>
Subject: RE: WTD: 826 Tubes
To: Old Tube Radios <boatanchors@theporch.com>
Message-id: <0FE7006AGH0W2N@mailman.otis.com>
MIME-version: 1.0
Content-type: text/plain

Hi All,

Don's post reminds me that I have a question about the 826. They've been one of my "favorite" tubes since I was a teenager and first saw them in use in the Gonset VHF amplifiers at the Civil Defense headquarters. They just have an appealing look...

Anyway, I have a few of them, apparently NIB, Military Surplus from WW II. My question is: Does the fact that the plate and the grid/filament assemblies are not concentric make any operational difference? Most or all of the ones I have share this obvious asymmetry.

Thanks and 73,

Clare Owens N2RJB

From: Don
To: Old Tube Radios
Subject: WTD: 826 Tubes
Date: Thursday, July 01, 1999 12:34PM

WANTED: I'd like to find a pair of 826 tubes to keep as spares for my recently acquired Gonset VHF Amplifier. Must be inexpensive or I can trade some 813s, 803s, 45's or what else you may need for them.

73, Don Merz, N3RHT

Message-ID: <377BE654.CD1472D9@infonline.net>
Date: Thu, 01 Jul 1999 18:06:13 -0400
From: Charles Ring <charlesr@infonline.net>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Museum Piece
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

N5CM@aol.com wrote:

> Hi Gang,
>
> Does anyone want a "Friden Programatic Flexo-writer"?
> It is a combination Electric typeriter and Teletype tape
> perforator and reader. Secretarys cut tapes for their
> correspondence and kept on file. The unit uses eight
> level teletype (ASCII). It may even be a reperforator.
> I'm not sure, but I believe it can be interconnected to
> other machines using the same system.
> It is heavy!! Pick up in Baton Rouge only. Hurry, or it
> goes to the Dump!!
>
> Ken....N5CM....

At one time the Flexowriter replaced (partially or completely?) Teletype machines on the Pennsylvania Railroad. I remmeber them in my father's yard office in the sixties. Details faded with time.

Message-ID: <377BF909.7DE87F7@ix.netcom.com>
Date: Thu, 01 Jul 1999 18:26:01 -0500
From: David Stinson <arc5@ix.netcom.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: ELECTR ALERT RECEIVER
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

Does anyone on the list have an "Electralert" receiver by Nuclear Electronics Corp? I have a manual looking for a home.

73 Dave Stinson AB5S
arc5@ix.netcom.com

Date: Thu, 1 Jul 1999 16:46:51 -0700 (PDT)
Message-Id: <2.2.16.19990701163218.0e575734@pop.igc.org>
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
To: Old Tube Radios <boatanchors@theporch.com>
From: Dick Dillman <ddillman@igc.apc.org>
Subject: Premier Rocks

Some of you may remember that Cal Eustaquio recently made arrangements with Premier for a production run of cabinets appropriate for the SP-600. Through his good work many of us, including me, were able to acquire an appropriate home for our previously homeless SP-600s.

But when my cabinet arrived there were problems. It was dented and bent due to improper packing by Premier and it was painted a considerably lighter shade of gray than I expected.

I try not to judge people or companies by the mistakes they make. We all make them. The thing that counts is how they address the mistakes after they're made. In this respect Premier performed brilliantly.

With Cal's help I contacted Greg of Premier. He offered three options: a complete refund, replacement with another model cabinet or the repair and repainting of the existing cabinet. Plus he agreed to pay for the return shipping costs for the damaged cabinet.

Greg said that the damaged cabinet could be repaired to look like new and that a charcoal gray paint was available so I chose option No. 3. Within just a few days the cabinet had been repaired, stripped, re-painted and was back in my hands, this time properly packed. It looks great.

Not many companies these days would go to such lengths to make a customer happy. Premier and Greg get a tip of the W6AWO earphones from me for their good work.

There's just one problem: Premier no longer manufactures the small enclosures that are so dear to the hearts of BA enthusiasts. Ah, well. One can't have it all, I guess.

Regards,

Dick

Dick Dillman, W6AWO
Chief Operator at K6KPH of the Maritime Radio Historical Society
Collector Of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

Message-ID: <377C05D8.74F9@worldnet.att.net>
Date: Thu, 01 Jul 1999 20:20:40 -0400
From: "John Diks, K2TQN" <oldradio@worldnet.att.net>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: For Trade - 1917 & 1919 QSTs
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

To all,

I have the following early QST magazines for trade:

March 1917
April 1917 (no cover)
June 1917
July 1919 - (2 to trade)

- Note: I will only trade for other early QST magazines that I don't have.

I need the following:

1916 January through September
1917 January, February, and July through December
1918 all
1919 January through June, and August

My QST's are used, read and not perfect. But they are, what I think, pretty good for their age. If you are interested in a particular issue, I will give a more detailed review. I expect to trade for QSTs of the same condition.

--

73' John Diks, K2TQN

Webmaster for the New Jersey Antique Radio Club
<http://www.eht.com/oldradio>

Please visit my OldRadio Museum
<http://www.eht.com/oldradio/museum>

-

Date: Thu, 1 Jul 1999 20:47:31 -0400 (EDT)
From: William Donzelli <aw288@osfn.org>
To: Old Tube Radios <boatanchors@theporch.com>
cc: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Tube ID Please
Message-ID: <Pine.SUN.3.91-FP.990701204212.9469M-1000000@osfn.org>
MIME-Version: 1.0
Content-Type: TEXT/PLAIN; charset=US-ASCII

> Sylvania VT-127-A
> Type, Use, Value etc etc

This is an old radar triode - essentially an Eimac 100TL in a wierd low-capacitance bulb. These were used in ring oscillators - I think in eights and sixteens, to get a VHF pulse for the SCR-268. The Navy used a very similar tube in their SC and SK series radars, but in fours.

They are actually a bit common, but most people tend to price them high because they look like they ought to be expensive.

William Donzelli
aw288@osfn.org

Message-Id: <3.0.32.19990701195158.007c9d50@mail.wt.net>
Date: Thu, 01 Jul 1999 19:53:18 -0500
To: Old Tube Radios <boatanchors@theporch.com>
From: "Benjamin D. Hall" <kd5byb@WT.NET>
Subject: Re: Premier Rocks
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

>But when my cabinet arrived there were problems. It was dented and bent due
>to improper packing by Premier and it was painted a considerably lighter
>shade of gray than I expected.

Interesting! I wonder if the color was correct, but didn't match. Read on:

I own a pair of SP-600's, both JX-17 units, about 7000 away in serial numbers.

Before I aquired the second one, I refinished the front panel of the first one. I found that the Rust-Oleum "professional" series in light machine tool grey was a perfect match. A BA-list comrade indicated that he felt dark machine tool gray was the right color. My original front panel was the same color as the transformers, so I knew that the repainted color was

extremely close. I then aquired the second unit, and low and behold, it is a much darker grey!

I'm stumped. I'm 99% sure both were original colors as the date stamps on the back of the front panels were still there.

Yet, the two were very different colors! So, what says ye, oh Hammarlund experts? Did they change paint colors mid-production run?

Thanks and 73,
Ben

Benjamin D. Hall, KD5BYB, Engine and radio collector / operator.
Located in Houston, Texas, USA.
e-mail: kd5byb@WT.net, web: ***down for refurbishment***
"An ye harm none, do what ye will."

Message-Id: <3.0.5.32.19990701210554.0084aec0@earthlink.net>
Date: Thu, 01 Jul 1999 21:05:54 -0700
To: Old Tube Radios <boatanchors@theporch.com>
From: Jim Hill <jshillw6ivw@earthlink.net>
Subject: GR 650A Front Panel Paint Problem
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

I have a General Radio 650A 1 kHz impedance bridge with a front panel paint peeling problem. The range switch positions are stamped (indented, not labeled) on the front panel, and the paint is peeling in this area. Not only is it unsightly, I can't read the switch positions. The front panel has an unusual wrinkle finish typical of old General Radio test gear, very similar to a Hallicrafters SX-28 front panel. I assume the panel is made of aluminum.

Any ideas on the best way to proceed? Other than the paint problem, it's a nice RLC bridge.
73's Jim

Message-Id: <v03007802b3a1f0cd8a12@[209.178.166.24]>
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
Date: Thu, 1 Jul 1999 21:36:22 -0700
To: Old Tube Radios <boatanchors@theporch.com>
From: Scott Robinson <spr@earthlink.net>
Subject: Paint colors, and why they change...

Folks,

I work for a company that makes electronic widgets. While we try to keep the colors the same, we build stuff both in England and California. Federal standard paint colors don't mean much in the UK, and while they have their own standards, you can get close but not be exact.

Also, the types of solvent systems that are permissible in California have changed over time, slightly changing the exact paint color and texture of things we had no desire th change.

I presume that neither of these things would have affected a BA era American manufacturer with only one plant. Other matter smight, though. For instance, you surely aren't making the paint yourself, and what's in the catalog might change. Going to a custom color in the new paint to match exactly a what was a standard color in last year's book would raise the price, and I, for one, would rather see the money in the innards of the radio than spent on its paint job.

If anyone has actual knowledge, of course, that would override this (slightly informed) speculation.

Regards,

Scott Robinson
spr@earthlink.net

Junque is GOOD for you!

Date: Thu, 1 Jul 1999 23:01:45 -0700 (PDT)
Message-Id: <2.2.16.19990701224711.44c7c41a@pop.igc.org>
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
To: Old Tube Radios <boatanchors@theporch.com>
From: Dick Dillman <ddillman@igc.apc.org>
Subject: Re: Premier Rocks

At 07:53 PM 7/1/99 -0500, Benjamin D. Hall wrote:

>Yet, the two were very different colors! So, what says ye, oh Hammarlund
>experts? Did they change paint colors mid-production run?

I'm no Hammarlund expert, Ben, but I know for sure that the front panels of SP-600 came in various shades. The only one I'd really seen for a long time was the first one I bought many years ago. Then I saw Walt Novinger's SP-600-JX-17 (like the one I have now) and was struck by how much darker the

panel saw. I easn't something that required the two receivers to be side by side to see. It was obvious just from memory. And it was quite good looking, I thought. Jim Carrington, he of the many SP-600s, can probably tell us more of the various shades they came in. Jim?

Regards,

Dick

Dick Dillman, W6AWO
Chief Operator at K6KPH of the Maritime Radio Historical Society
Collector Of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

Mime-Version: 1.0

Content-Type: text/plain; charset="us-ascii"

Date: Fri, 2 Jul 1999 10:26 +0100 (BST)

From: midshires@cix.co.uk (Andrew Emmerson)

Subject: Re: Paint colors, and why they change...

To: Old Tube Radios <boatanchors@theporch.com>

CC: midshires@cix.co.uk

Message-Id: <memo.19990702102614.63421H@midshires.compulink.co.uk>

I'd be interested to hear more on this subject; I've certainly noted how certain pigments fade to remarkable extent, especially in mixed shades (e.g. blue-grey) where one pigment (e.g grey) fades and the other (blue) doesn't, giving a most misleading impression to the inexperienced restorer.

Here in Britain, every industrial paint is (or was) made to match a BS (British Standard) number, so after 30 or 40 years you can order, say, a tin of BS631 and know exactly what you'll be getting. Firms who mix paint for automotive repair (we call them motor factors) have charts that tell them how to mix these.

Another series of paint shades they all handle is the RAL series (not sure what RAL stands for but it's the German equivalent of BS paint shade numbers). In the same way as (German) DIN standards have become accepted universally (for paper sizes, camera film grades and so on), these RAL colours seem to be adopted all over Europe.

Andrew Emmerson, G8PTH.

End of BOATANCHORS Digest 2596
